Wind drift correction procedures

NOTE: To compensate for wind, use a wind-corrected heading (WCH) that stops drift from your course. The difference between WCH and desired course is called “crab angle.”

A. Determining WCH and crab angle

1. Establish radial track on course (CDI centered)

2. Check for drift from course due to wind

3. Turn the aircraft sufficiently back into the wind to reintercept the course (CDI centered)

4. Reduce intercept heading to maintain track on course (enough crab angle to keep CDI centered)

COMMON ERROR: Making too small a correction to return to the desired course.

COMMON ERROR: Not applying a correction into wind to slow and/or stop drift when first detected to minimize drift from course.